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RETURN TO

K318-205-21  
20 Oct-6 Nov 62

DECLASSIFIED BY 23 AF MEMO 30 MAR 89

DEAN CHERNOLOV

AFM 10-101-10-101

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INTRODUCTION

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This chronology shows the dates various units of Air Rescue Service became involved in the Cuban Crisis, dates of deployment from their permanent duty stations and locations to which they deployed; also, types and number of aircraft deployed, number of personnel deployed and any problems encountered during the deployments or on missions flown.

~~SMC~~

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(11-SMO-3-62/65 (3))

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CUBAN CRISIS CHRONOLOGY

20 October 1962

Hq Air Rescue Service (ARS) alerted Eastern Air Rescue Center (EARC), Robins Air Force Base (AFB), Georgia of a Tactical Air Command (TAC) requirement for two HH-43B helicopters to provide Local Base Rescue (LBR) coverage at Homestead AFB, Florida. Hq ARS directed that one HH-43B be provided by Detachment 52, EARC, Charleston AFB, South Carolina and one from Detachment 58, EARC, Brookley AFB, Alabama. <sup>1</sup> (UNCLASSIFIED)

21 October 1962

Major Robert A. Cushing Jr., EARC, departed Robins AFB, Georgia for Key West Naval Air Station, Florida to assume command of USAF Air Rescue Forces at Key West, Florida. <sup>2</sup> (UNCLASSIFIED)

54th Air Rescue Squadron, Goose AFB, Labrador, notified by Hq ARS Command Post to deploy one HU-16 aircraft, two crews and two aircraft mechanics to McCoy AFB, Florida immediately. <sup>3</sup> (UNCLASSIFIED)

55th Air Rescue Squadron at Kindley AFB, Bermuda was notified by Hq ARS Command Post to alert two HC-54 aircraft, three crews and support personnel for a "no-notice" departure on a classified mission. <sup>4</sup> (UNCLASSIFIED)

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1. Ltr, Hq EARC to Hq ARS, subj: "Documentation of Contingency," EASAR, 4 Dec 62. Exhibit 1 (U)
  2. Ibid
  3. Ltr, 54 ARSq to Hq ARS, subj: "Documentation of Contingency," 54-0, 6 Dec 62. Exhibit 2 (U)
  4. Ltr, 55 ARSq to Hq ARS, subj: "Chronology of Contingency," 13 Oct 62 - 21 Nov 62 Exhibit 3 (U)

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DOWN  
13  
15

CUBAN CRISIS CHRONOLOGY (Contd)

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21 October 1962

Hq ARS alerted the 41st ARSq at Hamilton AFB, California to prepare two HU-16 aircraft, three current aircrews, one mission commander, four pararescue personnel, along with necessary support personnel for deployment immediately to Homestead AFB, Florida. Personnel departed for Homestead AFB, Florida at 1900 and 1905 hours

PDT.<sup>5</sup> (~~SECRET~~)

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Hq ARS alerted and directed the 48th ARSq at Eglin AFB, Florida to deploy, as soon as possible, four HU-16 aircraft and five crews to Key West, Florida, and two HC-54 aircraft along with three crews, support personnel, equipment and supplies to Homestead

AFB, Florida.<sup>6</sup>

(~~SECRET~~)

UNCLASSIFIED

Hq ARS notified Western Air Rescue Center, Hamilton AFB, California by telecon to provide one officer coordinator on extended TDY to Homestead AFB, Florida in support of the Cuban Crisis. Major Victor L. Wright was selected for this

assignment.<sup>7</sup> (~~SECRET~~)

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Detachment 30, Central Air Rescue Center, Cannon AFB, New Mexico, was placed on immediate alert to provide rescue coverage for all F-100 type aircraft departing

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5. Ltr, 41 ARSq to Hq ARS, subj: "Documentation of Contingency," 41CO, 5 Dec 62. Exhibit 4 (S)
  6. Ltr, 48 ARSq to Hq ARS, subj: "Chronology of Contingency Actions," 48CO, 7 Dec 62. Exhibit 5 (S)
  7. Ltr, WARC to Hq ARS, subj: "Documentation of Contingency," WARC-CO, 6 Dec 62. Exhibit 6 (S)

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CUBAN CRISIS CHRONOLOGY (Contd)

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from Cannon AFB, New Mexico for southeastern United States. <sup>8</sup> (SECRET)

The following number of officers were dispatched to locations indicated to assist Air Rescue operations from those locations in support of the Cuban Crisis:

One captain to Key West Naval Air Station; three majors to MacDill AFB, Florida and one major to Homestead AFB, Florida. <sup>9</sup> (SECRET)

22 October 1962

One HH-43B helicopter, two officers and four airmen from Det 52, EARC, Charleston AFB, S. C., plus one HH-43B helicopter, two officers and five airmen from Det 58, EARC, Brookley AFB, Ala., were in position and operational at Homestead AFB, Florida. <sup>10</sup> (UNCLASSIFIED)

Hq ARS advised EARC of a TAC requirement for LBR coverage at McCoy AFB, Fla. Det 51, EARC, Myrtle Beach AFB, S. C., was alerted and directed to deploy two HH-43B helicopters to McCoy AFB, Fla. <sup>11</sup> (UNCLASSIFIED)

One HU-16 aircraft from the 54 ARSq departed Goose Air Base, Labrador, with two flight crews aboard for McCoy AFB, Florida. Two aircraft mechanics from 54 ARSq departed for McCoy AFB, Fla., by commercial air. <sup>12</sup> (UNCLASSIFIED)

8. Msg, CARC to Hq ARS, CRCOP-R 008-M, 9 Dec 62. (5). On file ARCOI.
9. Interview TSgt George M. Horton, ARS (ARCOI), with Lt Colonel Clarence W. Reicherts, OIC Command Post, Hq ARS, 12 Dec 62.
10. Ltr, EARC to Hq ARS, subj: "Documentation of Contingency," EASAR, 4 Dec 62. Exhibit 1 (U)
11. Ibid
12. Ltr, 54 ARSq to Hq ARS, subj: "Documentation of Contingency," 54-O, 6 Dec 62. Exhibit 2 (U)

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CUBAN CRISIS CHRONOLOGY (Contd)

UNCLASSIFIED

22 October 1962

Hq ARS Command Post notified the 55th Air Rescue Squadron at Kindley AFB, Bermuda, to dispatch two HC-54 aircraft, three aircrews along with necessary maintenance support personnel to Homestead AFB, Florida. Both aircraft were in place and operational on same day, 22 Oct 62.<sup>13</sup> (UNCLASSIFIED)

Rescue forces at Homestead AFB were provided by the 41st ARSq, Hamilton AFB, Calif.; 54th ARSq, Goose AB, Labrador; 55th ARSq, Bermuda AFB; 48th ARSq, Eglin AFB, Fla. and the 301st Air Rescue Squadron (Reserve). However, during the first week of this operation the alert duty was performed by three crews from the 55th ARSq and three HU-1 crews from the 41st ARSq.<sup>14</sup> (UNCLASSIFIED)

Two HU-16 aircraft crews and support personnel from the 41st ARSq, Hamilton AFB, Calif., were in place at Homestead AFB, Fla., 22 Oct 62 after making one re-fueling stop at Kelly AFB, Texas.<sup>15</sup> (SECRET)

The 48th ARSq deployed and re-deployed as directed in the following manner:

At approximately 0010L, one HU-16 aircraft and two crews were deployed direct

13. Ltr, 55 ARSq to Hq ARS, subj: "Chronology of Contingency," 13 Oct 62 - 21 Nov 62 Exhibit 3 (U)
14. Ibid
15. Ltr, 21 ARSq to Hq ARS, subj: "Documentation of Contingency," 41CO, 5 Dec 62. Exhibit 4 (S)

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to Key West, Florida. One HU-16 aircraft and crew already deployed to McCoy AFB, Florida, was re-deployed to Key West, Florida at 0115 EST. At 0153L and 0156L, one C-54 and one HC-54 aircraft debarked at McCoy AFB, Florida to man previously deployed HU-16 aircraft. At 0710 EST, one HU-16 aircraft was flown at Key West, Florida. At 1230L, one HC-54 was deployed to MacDill AFB, Florida to replace the C-54. The C-54 proceeded from MacDill to Key West, Fla., and returned to Eglin AFB, Fla., on a logistics flight.<sup>16</sup> (SECRET)

Major Victor L. Wright, WARC, Hamilton AFB, Calif., arrived Homestead AFB, Fla., and assumed duties as ARS Liaison Officer and Search and Rescue Mission Commander.<sup>17</sup> (SECRET)

Det 22, CARC, Duluth Municipal Airport, Duluth, Minn., was advised of DEFCOM THREE and placed on immediate twenty-four alert status. Det 25, CARC, Wurtsmith AFB, Mich., cancelled passes and leaves and recalled personnel. Wurtsmith AFB, Mich., requested maximum helicopter alert coverage and the Commander of Det 25, CARC, decided to provide one crew and HH-43B on three-minute-around-the-clock alert and another crew and aircraft on a three-minute back-up. Although not manned or equipped for double alert posture, the Commander of Det 25 considered it necessary to provide the increased coverage as long as

16. Ltr, 48 ARSq to Hq ARS, subj: "Chronology of Contingency Actions," 48CO, 7 Dec 62. Exhibit 5 (S)
17. Ltr, WARC to Hq ARS, subj: "Documentation of Contingency," WARC-CO, 6 Dec 62. Exhibit 6 (S)

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possible during the emergency. Influencing factors were the arrival of additional aircraft, increased activity of loaded aircraft and frequent shipment of hazardous cargo.<sup>18</sup> (SECRET)

23 October 1962

Hq ARS Command Post alerted EARC of requirement of LBR coverage at Key West Naval Air Station.<sup>19</sup> (UNCLASSIFIED)

The Duluth, Minn., Air Defense Sector, Battle Staff directed Det 22, CARC, to deploy one HH-43B helicopter and associated support equipment to Volk Field, Wisconsin to maintain alert commensurate with flying activities for an indefinite period. The Wurtsmith AFB medics, attached to Det 25, CARC, were detailed on the Base Disaster Control Team so as to be available for immediate scramble in the HH-43B. Captain James W. Langston, Det 30 Commander, CARC, requested information on the requirement for rescue coverage at whatever base to which the Cannon AFB, N. M., F-100's were deployed. He also volunteered Det 30, CARC, for extended TDY in support of deployed units to the 832d Air Division and to Commander CATC.<sup>20</sup> (SECRET)

18. Msg, CARC to Hq ARS, CRCOP-R 008-M, 9 Dec 62. (S). On file ARCOI.

19. Ltr, EARC to Hq ARS, subj: "Documentation of Contingency," EASAR, 4 Dec 62. Exhibit 1 (U)

20. Msg, CARC to Hq ARS, CRCOP-R 008-M, 9 Dec 62. (S). On File ARCOI

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CUBAN CRISIS CHRONOLOGY (Contd)

24 October 1962

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Two HH-43B helicopters from Det 51, EARC, Myrtle Beach, S. C., were in place and operational at McCoy AFB, Fla., at 0800 hours, 24 Oct 62. Airlift for maintenance personnel and support equipment for this move was provided by a Myrtle Beach AFB C-123 type cargo aircraft. Four officers and four airmen were involved in this deployment. <sup>21</sup> (UNCLASSIFIED)

All personnel of the 54th Air Rescue Squadron, Goose AB, Labrador, were placed on a five minute telephone alert. Goose Air Base Commander requested the helicopter crews to be on a five minute alert until further notice. Beds were set up in the alert area and arrangements were made for messing facilities for alert helicopter personnel. <sup>22</sup> (UNCLASSIFIED)

One C-54 type aircraft from the 48th ARSq was deployed from Eglin AFB, Fla., to MacDill AFB, Fla., on a logistic support flight and one HU-16 aircraft was deployed from Key West, Fla., to Eglin AFB, Fla. Hand weapons and ammunition was procured and flown from Eglin AFB, Fla., to MacDill AFB, Fla., to equip ARS personnel of the 48th ARSq. Personnel from the 48th ARSq at Homestead AFB, Fla., and

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21. Ltr, EARC to Hq ARS, subj: "Documentation of Contingency," EASAR, 4 Dec 62. Exhibit 1 (U)  
22. Ltr, 54 ARSq to Hq ARS, subj: "Documentation of Contingency," 54-O, 6 Dec 62. Exhibit 2 (U)

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Key West, Fla., were also equipped with hand weapons and ammunition.<sup>23</sup> (~~SECRET~~)

Detachment 30, CARC, at Cannon AFB, N. M., received notification from Hq CARC to start packing and depart for MacDill AFB, Fla., immediately. Det 30 was advised that Hq CARC would obtain another HH-43B pilot to allow them to ferry both helicopters with a full crew of two Rescue crew commanders and a crew chief. Det 30, CARC, spent the afternoon and evening in securing airlift and assembling all its support equipment. The maintenance section thoroughly inspected both helicopters and prepared them for the flight to Florida.<sup>24</sup> (~~SECRET~~)

25 October 1962

One HH-43B helicopter from Det 50, EARC, Shaw AFB, S. C., arrived at Key West, Fla., and was operational on arrival.<sup>25</sup> (UNCLASSIFIED)

Two HH-43B's from Det 30, CARC, Cannon AFB, N.M., departed Cannon AFB for MacDill AFB, Fla., with scheduled refueling stops at Reese AFB, Texas, Dyess AFB, Texas and James Connally AFB, Texas.<sup>26</sup> (~~SECRET~~)

26 October 1962

The second HH-43B from Det 50, EARC, Shaw AFB, S. C. arrived at Key West

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23. Ltr, 48 ARSq to Hq ARS, subj: "Chronology of Contingency Actions," 48CO, 7 Dec 62. Exhibit 5 (S)
24. Msg, CARC to Hq ARS, CRCOP-R 008-M, 9 Dec 62. (S). On file ARCOL.
25. Ltr, EARC to Hq ARS, subj: "Documentation of Contingency," EASAR, 4 Dec 62. Exhibit 1 (U)
26. Msg, CARC to Hq ARS, CRCOP-R 008-M, 9 Dec 62. (S). On file ARCOL.

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CUBAN CRISIS CHRONOLOGY (Contd)

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after a one day delay at Hunter AFB, Ga., due to maintenance difficulty.<sup>27</sup>

(UNCLASSIFIED)

26 October 1962

Two HC-54 aircraft of the 55th ARSq, on standby at Homestead AFB, Fla., flew their first support mission for TAC. This was an actual search mission between Florida and Cuba for a reconnaissance pilot reported missing. The two aircraft, with pararescue teams aboard, departed Homestead AFB, Fla., at approximately 2000 hours Zulu. Returned approximately seven hours later when recalled by the Rescue Commander. The downed pilot was not sighted but an intelligence sighting was made by one of the HC-54's which was subsequently reported to the Army Intelligence Officer at Homestead AFB, Fla., Command Post.<sup>28</sup> (UNCLASSIFIED)

27 October 1962

Three HU-16 type aircraft from the 48th ARSq were deployed from Eglin AFB, Fla., to McCoy AFB, Fla., in support of a search for a downed U-2 aircraft. In addition four HU-16 aircraft at Key West, Fla., and two HC-54 aircraft from MacDill AFB, Fla., were deployed on the same mission.<sup>29</sup> (SECRET)

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27. Ltr, EARS to Hq ARS, subj: "Documentation of Contingency," EASAR, 4 Dec 62. Exhibit 1 (U)
28. Ltr, 55 ARSq to Hq ARS, subj: "Chronology of Contingency," 13 Oct 62 - 21 Nov 62 Exhibit 3 (U)
29. Ltr, 48 ARSq to Hq ARS, subj: "Chronology of Contingency Actions," 48CO, 7 Dec 62. Exhibit 5 (S)

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CUBAN CRISIS CHRONOLOGY (Contd)

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27 October 1962

Lt Colonel Clarence W. Reicherts, OIC Command Post, Hq ARS; Major Ira S. Spencer, representative from Director of Operations/Plans, Hq ARS and Major Robert E. Perry, communications officer, Hq ARS, departed for Hq Tactical Air Command, Langley AFB, Virginia to coordinate Air Rescue Service support to the Cuban Crisis operations.<sup>30</sup> (UNCLASSIFIED)

2 November 1962

Hq ARS Command Post notified 54 ARSq at Goose AB, Labrador, to deploy one HU-16 aircraft and crew plus three aircraft mechanics to McCoy AFB, Fla., for approximately thirty days.<sup>31</sup> (UNCLASSIFIED)

6 November 1962

Hq ARS Command Post deployment notification to 54 ARSq, Goose AB, Labrador, was carried out with one HU-16 aircraft and three mechanics.<sup>32</sup> (UNCLASSIFIED)

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30. Interview TSgt George M. Horton, Hq ARS (ARCOI), with Lt Colonel Clarence W. Reicherts, OIC Command Post, Hq ARS, 12 Dec 62.

31. Ltr, 54 ARSq to Hq ARS, subj: "Documentation of Contingency," 54-O, 6 Dec 62. Exhibit 2 (UNCL)

32. Ibid

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SUMMARY

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During the deployment of HH-43B helicopters and personnel from Det 52, EARC, Charleston AFB, South Carolina, and Det 58, EARC, Brookley AFB, Alabama, support problems were injected into the LBR coverage due to parts of two separate detachments being involved in the move. These problems would not have arisen had a complete detachment been moved. When unscheduled maintenance and periodic inspections were performed, it was necessary to deal with two supply agencies for parts and time change items that had been previously ordered for individual aircraft. This required excessive support airlift and supply coordination.<sup>1</sup> (UNCLASSIFIED)

The deployment of two HH-43B helicopters from Det 51, EARC, Myrtle Beach AFB, South Carolina to McCoy AFB, Florida was hampered by the lack of immediate airlift of support equipment and maintenance personnel which necessitated utilizing a Myrtle Beach based C-123 which was pulled out of maintenance after a delay for inspection.<sup>2</sup> (UNCLASSIFIED)

The SAR support missions flown by the aircrews of the 55th ARSq attached to Homestead AFB, Florida, originated from the TAC Command Post. They were preplanned and conceived by joint agreement of staff personnel of ARS and TAC. In several instances the mission aircraft were called upon to perform additional SAR support while still airborne. Aircraft rerouting was accomplished by radio without compromising the nature of the mission. Radio silence was

1. Ltr, EARC to Hq ARS, subj: "Documentation of Contingency," EASAR, 4 Dec 62. Exhibit 1 (U)
2. Ibid

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DATE 12-1-80

SUMMARY (Contd)

UNCLASSIFIED

maintained during missions except for operations normal reports, and the relay of coded mission information.<sup>3</sup> (UNCLASSIFIED)

Prior to 8 November 1962, two of the three 55th Air Rescue Squadron crews at Homestead AFB, Florida were on daily alert. The primary alert crew was on a thirty minute alert status and the secondary alert crew on one hour alert status. Due to Billeting limitations at Homestead AFB, all aircrews initially were quartered off-base. However, due to the urgency of assigned missions, ARS crews were moved on base and permanent party personnel moved out of on-base quarters.<sup>4</sup> (UNCLASSIFIED)

The 48th Air Rescue Squadron, Eglin AFB, Florida experienced no major problems with the aircraft it had deployed to various bases in Florida in support of the Cuban Crisis. However, had the operation become more extreme, lack of personnel and equipment depth would have been limiting factors.<sup>5</sup> (SECRET)

During the period 20 October 62 - 21 November 62, Air Rescue Service aircraft flew 935 hours 20 minutes supporting operations during the Cuban Crisis. The following types aircraft flew the number of hours indicated:

HH-43B	221: 40
HC-54	325: 00
HU-16	<u>388: 40</u>
TOTAL	935: 20 <sup>6</sup> (SECRET)

3. Ltr, 55 ARSq to Hq ARS, subj: "Chronology of Contingency," 13 Oct 62 - 21 Nov 62 Exhibit 3 (U)

4. Ibid

5. Ltr, 48 ARSq to Hq ARS, subj: "Chronology of Contingency Actions," 48CO, 7 Dec 62. Exhibit 5 (S)

6. Taken from aircraft flying time records maintained by and on file in Command Post, Hq ARS (S)

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SUMMARY (Contd)

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As of 21 November 1962, Air Rescue Service aircraft and personnel were still deployed to various bases in Florida supporting normal flying requirements.<sup>7</sup>

~~(SECRET)~~

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7. Interview TSgt George M. Horton, Hq ARS (ARCOI), with Lt Colonel Clarence W. Reicherts, OIC Command Post, Hq ARS, 12 Dec 62.

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Exhibit 1. (U) Ltr. Hq EARC to Hq ARS "Documentation of Contingency"  
EASAR 4 Dec 62.

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HEADQUARTERS  
EASTERN AIR RESCUE CENTER  
AIR RESCUE SERVICE (MATS)  
UNITED STATES AIR FORCE  
ROBINS AIR FORCE BASE, GEORGIA

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REPLY TO  
ATTN OF: ERSAR/IO

UNCLASSIFIED

4 DEC 1962

SUBJECT: Documentation of Contingency

TO: ARS (ARCOI)

1. References:

- a. ARS letter, 19 Nov 62, Documentation of Contingency.
- b. ARS message ARCOI 30-L-10.
- c. ARS message ARCOI 30-L-31.

2. The following is a chronological breakdown, by unit, of this headquarters' participation in the Cuban Crisis during the period 13 Oct 62 - 21 Nov 62.

a. On 20 Oct 62 ARS alerted this headquarters of a TAC requirement for two HH-43B helicopters for LBR coverage at Homestead AFB, Fla. ARS message ARODC 21-K-01 confirmed requirement and directed that one helicopter be provided by Det 52, EARC, Charleston AFB and one helicopter be provided from Det 58, EARC, Brookley AFB. Aircraft departed respective stations on 21 Oct 62 and arrived Homestead AFB same date. Airlift of maintenance personnel and support equipment was effected by Robins AFB C-47, arriving Homestead at 0200 hours, 22 Oct 62. Two officers and five airmen from Det 58, Brookley AFB and two officers and four airmen from Det 52, Charleston AFB were involved in this deployment. Unit was in position and operational on 22 Oct 62. As of 21 Nov 62 unit was still in place at Homestead.

Remarks. Deploying helicopters and personnel from two detachments injected support problems into the LBR coverage that were nonexistent when a complete detachment was moved. When unscheduled maintenance and periodic inspections were performed it was necessary to deal with two supply agencies for parts and time change items that had been previously ordered for individual aircraft. This required excessive support airlift and supply coordination. The personnel at the home bases bore an extra workload and were required to work excessive hours as the alert requirements, although modified, were not consistent with the capability that remained. There appeared to be a constant desire by LBRs involved in a split operation to find reasons to rotate personnel from one location to another.

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Although this was kept to a minimum, a situation such as this could have caused dissension within the LBR involved. With the deployment of a complete unit this situation would have been eliminated.

b. On 21 Oct 62 ARS Command Post advised this headquarters of a requirement for one officer SAR mission coordinator TDY to Key West NAS, Fla. ARS message ARSCP 21-K-02 confirmed request. Major Robert A. Cushing, Jr., SAR Chief, EARC, departed Robins AFB by commercial aircraft on 22 Oct 62 and arrived Key West same date. Officer commanded USAF Air Rescue forces at Key West and was still TDY on 21 Nov 62.

c. On 22 Oct 62 ARS Command Post advised EARC of a TAC requirement for LBR coverage at McCoy AFB, Fla. This requirement was confirmed by ARS SECRET message ARSCP 308-K. Det 51, EARC, Myrtle Beach AFB, SC was alerted and directed to deploy to McCoy AFB. Two HH-43B aircraft departed Myrtle Beach on 23 Oct 62 and were in place and operational at McCoy at 0800 hours, 24 Oct 62. Airlift for maintenance personnel and support equipment for this move was provided by a Myrtle Beach AFB C-123 aircraft. Four officers and four airmen were involved in this deployment. As of 21 Nov 62 unit was still in place at McCoy.

Remarks. Deployment of this unit was hampered by the lack of immediate airlift of support equipment and maintenance personnel which necessitated utilizing a Myrtle Beach based C-123 which was pulled out of maintenance after a delay for inspection.

d. At 2230 hours, 23 Oct 62, ARS Command Post alerted EARC of USAF requirement for LBR coverage at Key West NAS, Fla. ARS message ARSCP 24-K-07 confirmed requirement. Two HH-43B helicopters from Det 50, EARC, Shaw AFB, SC were deployed on 24 Oct 62. Airlift of maintenance personnel and support equipment was accomplished by MATS C-121 aircraft from Charleston AFB. One HH-43B arrived Key West 25 Oct 62 and was operational upon arrival. The other HH-43B was delayed one day at Hunter AFB, Georgia, due to maintenance difficulty. Four officers (including one pilot from Det 51, EARC, Myrtle Beach AFB) and six airmen were involved in this deployment. As of 21 Nov 62 the LBR unit was still in operation at Key West NAS, Florida.

Remarks. The rapid deployment of this unit was primarily due to the acquisition of airlift from Charleston AFB. This airlift was directed from higher headquarters.

**FOR THE COMMANDER**

*Donald F. Broschat*  
DONALD F. BROSCAT, SR.  
Captain, USAF  
Chief of Administration

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Exhibit 2. (U) Ltr 54 ARSq to Hq ARS Subj: "Documentation of Contingency"  
54-0 6 Dec 62.

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54th Air Rescue Squadron  
Air Rescue Service (MATS)  
UNITED STATES AIR FORCE  
APO 677, New York, New York

~~CONFIDENTIAL~~

6 DEC 1962

REPLY TO  
ATTN OF: 54-0

UNCLASSIFIED

SUBJECT: Documentation of Contingency

TO: Hq ARS (ARCOI)

1. The following chronology is submitted as requested in your letter dated 19 November 1962, and messages ARCOI 30-L-10 and ARCOI 30-L-31:

21 Oct 62 - Received a telephone call from ARS Command Post requesting two crews and two APG mechanics to depart as soon as possible and proceed to McCoy AFB Florida for approximately 30 days.

22 Oct 62 - SA-16 number 51-5302 was dispatched to McCoy AFB with two flight crews on board. Two APG mechanics departed by commercial air to McCoy AFB.

24 Oct 62 - All squadron personnel were placed on a five (5) minute telephone alert. Goose AB Commander requested the helicopter crews to be on a five (5) minute alert until further notified. Beds were set up in the alert area and arrangements made for providing meals to alert helicopter personnel.

2 Nov 62 - Received a telephone call from ARS Command Post requesting one SA-16 aircraft and crew, plus three (3) APG mechanics to proceed to McCoy AFB for approximately 30 days. Three (3) personnel were recalled from leave, in order to complete the SA-16 crew requested.

6 Nov 62 - SA-16 number 51-5304 with full crew and three (3) APG mechanics aboard departed for McCoy AFB.

12 Nov 62 - Base Commander notified 54th ARS Commander that helicopter crews could return to normal alert posture.

2. During the period 13 Oct through 21 Nov, the Squadron Upgrade Training Program was accelerated and the following number of personnel were upgraded to the position indicated.

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a. SC-54

- 1 Flight Instructor Pilot
- 4 Rescue Crew Co-Pilots
- 1 Flight Examiner Radio Operator
- 1 Radio Operator
- 1 Instructor Flight Mechanic
- 2 First Flight Mechanics
- 3 Second Flight Mechanics
- 2 Pararescuemen

b. SA-16

- 1 Flight Examiner Radio Operator
- 1 First Flight Mechanic
- 1 Instructor Flight Mechanic
- 2 Radio Operators
- 4 Pararescuemen

c. SH-19

- 1 Rescue Crew Commander
- 2 Rescue Crew Co-Pilots

FOR THE COMMANDER

*Robert F. Adams*

ROBERT F. ADAMS  
Captain, USAF  
Chief of Administration

- 3 Atch
- 1. SO 377, dtd 21 Oct 62
- 2. SO 390, dtd 2 Nov 62
- 3. SO 401, dtd 15 Nov 62

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~~TOP SECRET~~

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Exhibit 3. (U) Ltr. 55 ARSq to Hq ARS, Subj: "Chronology of Contingency"  
13 Oct 62 - 21 Nov 62.

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~~SECRET~~

55th Air Rescue Squadron  
Air Rescue Service (MATS)  
UNITED STATES AIR FORCE  
APO 856, New York, New York

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CHRONOLOGY OF CONTINGENCY

13 Oct - 21 Nov 62

UNCLASSIFIED

~~SECRET~~

CHRONOLOGY

0000Z - 21 October 1962. Hq ARS Command Post notified the squadron that two (2) HC-54's, three crews and support personnel were to standby for a possible mission with an early departure. The personnel were notified to prepare themselves for a mission of indefinite length.

2305Z - 21 October 1962. Hq ARS Command Post notified the squadron that the alerted crews and support personnel should prepare for a "No Notice" departure on a classified mission. The personnel were directed to report to the squadron for the pending mission. At this time special orders were prepared for the aircrews and support personnel. (See TAB A).

0112Z - 22 October 1962. Lt Col Jones, Hq ARS Command Post, telephoned Capt Landry, Asst Ops Officer, and ordered the dispatch of two (2) HC-54's, three aircrews and necessary maintenance support personnel to Homestead AFB, Florida. He also instructed that the Rescue Crew Commander of the first aircraft to arrive should contact the TAC Command Post for further instructions.

0055Z - 22 October 1962. Aircraft #42-72600 departed Kinley AFB.

0300Z - 22 October 1962. Aircraft #42-72175 departed Kinley AFB. Aboard the two aircraft were ten officers and several enlisted personnel (SAC TAB D).

✓ 0852Z - 22 October 1962. The first Rescue Crews and aircraft to arrive at the alert were those of the 55th Air Rescue Squadron. Aircraft #42-70680 and #42-72175 arrived Homestead at 0855Z and 0918Z respectively. The SAC Command Post at Homestead was contacted as instructed.

Detachment 4, Hq ARS was formed. The personnel from the 55th ARS were integrated with Det 4, Hq ARS. The newly formed Detachment 4, Hq ARS, was later composed of participating rescue personnel and aircraft from Hamilton AFB, California, Goose Bay, Labrador, Eglin AFB, Florida and a Reserve Rescue Squadron crew from Homestead which had been called to active duty. However, during the first week of this operation the alert duty was performed by the three crews from the 55th ARS and three EA-16 crews from Hamilton AFB.

26 October 1962. The two 55th ARS HC-54's flew their first support mission for TAC. This effort was an actual search mission between Florida and Cuba for a pilot reported down at sea. The two aircraft, under command of Captain Dunn and Captain Perialas, with pararescue teams aboard, departed Homestead at about 2000Z and returned approximately 7 hours later when recalled by the Rescue Command Post. No sighting of the downed airman was made, but an intelligence sighting was made by Captain Dunn's aircrew which was subsequently reported to the Army Intelligence Officer at Homestead Command Post. The techniques of search involved route search and creeping line search to points within fifteen miles of Cuban soil.

Twelve support missions were subsequently flown by 55th ARS aircraft. (SAC TAB C).



UNCLASSIFIED

8 November 1962. Aircraft #72609 returned to Kindley AFB. This squadron needed the aircraft and its Flight Examiner personnel to pursue a much needed Rescue Crew Commander Upgrading Program. As throughout the mission, the Rescue Crew Commanders with the exception of two were administrative personnel.

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# I. THE MISSION

The support missions flown by the aircrews of the 55th Air Rescue Squadron originated from the TAC Command Post. They were preplanned and conceived by joint agreement of Staff Personnel of ARS and TAC. The destination and nature of the missions were classified SECRET and were not divulged to the crewmembers until immediately prior to departure. Our aircraft flew Rescue Duckbutt missions during which a listening watch was maintained on those frequencies assigned to other aircraft, particularly reconnaissance planes performing missions in connection with the Cuban Crisis. The flights were low-level VFR missions conducted at altitudes ranging 100 to 500 feet. A pararescue team with complete gear was carried on all rescue support missions utilizing the HC-54.

In several instances the mission aircraft were called upon to perform additional support while still airborne. Aircraft rerouting was accomplished by radio without compromising the nature of the mission. Strict security was observed at all times. Radio silence was maintained during missions except for operations normal reports and the relay of coded mission information.

To insure mission accomplishment, a back-up aircraft had its engines running at its parking spot prior to the departure of each rescue mission aircraft. The back-up aircrafts engines were shut down only after the mission aircraft had departed and given an operations normal report.

## II. ALERT POSTURE

Prior to November 8, two of our three crews were on daily alert. The primary alert crew was on a thirty minute alert status and the secondary alert crew was on a one hour alert status. All aircrews initially were quartered off base because of billeting limitations at Homestead AFB. However, within three days, the urgency of the assigned missions required that the crews live on base. To accomplish this, permanent party personnel or TDY personnel with lower priority were moved out to make room for the Rescue Aircrew Members.

Both alert crews at first were required to physically stand-by at the Detachment 4 Operations Section. Subsequently, the primary alert crew not flying, remained at Operations during the day and the secondary alert crew was permitted to leave Operations but remain on the base.

When the number of our crews was reduced to two, alert duty was rotated among the remaining aircrews. At this point the crew's work cycle consisted of a primary alert day, standby alert, duty day, and off day.

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### III. OPERATIONS

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A Duty Controller was present at the duty phone in the Operations Section around the clock. The night Duty Controller was rotated among the co-pilots and navigators of all the rescue crews. Night duty hours were from 1730 to 0800. The Duty Controller monitored the hot line to the ARS Staff Duty Office located in the TAC Command Post. He would receive initial notification of a scramble over the hot line and was responsible for alerting the primary alert crews and their backups. He relayed mission information to the crews, issued the data on the classified orbit positions, issued weapons and blood chits and classified coding materials. Utilizing the communications equipment in the Operations room, he maintained radio contact with the departing and returning rescue aircraft, relaying take-off and block times to the Staff Duty Officer.

### IV. MAINTENANCE

The Maintenance Section of Detachment 4 was directed by MSGT Louis J. Pellegrini of the 55th Air Rescue Squadron. He was responsible for both the SA-16 and HC-54D aircraft. Maintenance was outstanding in that not once was an HC-54 mission aborted due to maintenance.

This squadron sent a fly away kit with its aircraft in support of maintenance which was utilized as necessary. While at Homestead, the maintenance section completed a post flight inspection on HC-54D #72475 in addition to normal pre-flight and post flight maintenance, fueling and servicing of aircraft. SA-16 aircraft were flown to Eglin for post flight and periodic inspections.

HC-54D #72475 required an engine change upon completion of its mission on 8 Nov. A built-up engine was airlifted from Eglin AFB to Homestead. Upon receipt of the engine our maintenance crew quickly made the engine change. The test flight was performed on 10 Nov which revealed that only a minor adjustment was necessary on the propeller governor. This reflected a job well done on the part of the maintenance personnel.

### V. TRAINING

Training requirements were waived during this operation and no transitional flights were accomplished. In addition TAC would not authorize training flights in the local area for our aircraft, as of 23 November. No ground training was accomplished except for a one hour briefing on escape and evasion tactics to be followed in the event of ditching, bailout or crash landing the aircraft in Cuban waters or territory.

~~SECRET~~

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VI. ADMINISTRATION

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It Philip J Conran, of this squadron was selected to act as Administrative Officer of Detachment 4, as of 23 November 1962 when it became apparent that the mission would be of indefinite length. He assumed the normal duties incumbent upon this position.

VII. COMMAND POST SUPPORT

Major William P DeWitt, 55th Air Rescue Squadron, Operations Officer, acted as one of three Staff Duty Officers rotating continuous duty within the TAG Command Post. These staff officers assisted in the selection of orbit positions, determining the need for men and aircraft. They assisted in the determination of flight routing and assigned pre-planned fuel loads. Major DeWitt and his two co-workers were responsible for communications between their post and the operations section of Detachment 4. They also coordinated communications received from Hq ARS, Area Hq at Key West, and the participating Air Rescue Squadrons.

VIII. SAFETY

There were no ground or air accidents. On three occasions, however, C-16 aircraft became stuck in the Rescue Parking Area primarily because the parking surface gave way. Base Operations was then called upon to fill up these hazardous holes which they did. No damage was suffered by any of the aircraft in these three parking incidents.

No personnel were injured on or off duty during this operation. No disciplinary problems arose either on or off the job. Behavior of all participating personnel was excellent.

IX. ENVIRONMENTAL FACTORS

Quarters were crowded. Personnel were normally assigned in units of four to quarters regularly occupied by two. Housekeeping and maintenance of quarters by the billeting section was good.

Dining facilities were good. The Officer's Club offered a flexible menu at reasonable cost. Airmen mess facilities were good but crowded.

The Finance and Accounting Office at Homestead AFB was outstanding. Officers were able to receive accrued per diem within ten minutes of application.

Enlisted personnel were able to obtain accrued pay within four hours of request when application was submitted with officer certification.

FC UNCLASSIFIED

55th Air Rescue Squadron  
Air Rescue Service (MATS)  
UNITED STATES AIR FORCE  
APO-856, New York, New York

UNCLASSIFIED

SPECIAL ORDERS  
297

21 October 1962

The following named officers and airmen, this unit, will proceed on or about 21 October 1962 on TDY for approximately 30 days to Homestead AFB, Florida and such further destination as may be directed for the purpose of furnishing Air Rescue Support as directed. Upon completion of this TDY personnel will return to this station unless directed otherwise by competent authority. Each individual is cleared for access to classified information up to and including SECRET for the period of this TDY. Each individual will have items of personal equipment and up-to-date immunization records in their possession prior to departing home station. Travel by military air is directed. Vouchers for reimbursement of travel expenses will be submitted within 7 days after completion of TDY. Authority: AFM 35-11, Telephone conversation between Colonel Jones, Command Post Headquarters ARS and Captain James R Landry, this unit, and Classified Operation Plan #504-62.

<u>GRADE</u>	<u>NAME</u>	<u>AFSN</u>	<u>GRADE</u>	<u>NAME</u>	<u>AFSN</u>
CAPT	JAMES R LANDRY	31007A	A2C	THOMAS G HOWSE	AF15619937
CAPT	TROY M BROWN	50160A			
CAPT	JAMES W CLINTON	65489A			
TSGT	CECIL R HAMADY	AF38454138			
SSGT	HUEY P MARICLE	AF18317503			
A1C	WAYNE A GLASHAN	AF28236401			
SSGT	DONALD P RIDER	AF13451673			
SSGT	JOE H PHELPS	AF18003592			
SSGT	MELVIN W THOMPSON	AF14451918			
SSGT	ROBERT W BROWN	AF19518894			
A1C	DONALD S SHELTON	AF15536456			
CAPT	WILLIAM C DUNN	28753A			
1STLT	RICHARD A LAINE	A03102498			
CAPT	NORMAN G STETSON	A03040581			
SSGT	DONALD O RUFF	AF14510814			
A1C	FREDERICK C HESS	AF18482265			
SSGT	JOHN M HARGIS	AF18430217			
MAJOR	WILLIAM P DEWITT	39925A			
CAPT	JAMES C PERIALAS	31182A			
1STLT	PHILIP J CONRAN	67145A			
CAPT	RICHARD L LADENDECKER	A03034797			
SSGT	DONALD F GUNETHOER	AF12449359			
TSGT	JAMES C PEPPAS	AF14340007			
MSGT	LOUIS W PELLEGRINI	AF19077700			
SSGT	WILLIAM F HURT	AF19478722			

FOR THE COMMANDER:

  
RALPH J LESTER  
Captain, USAF  
Chief of Administration

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55th Air Rescue Squadron  
Air Rescue Service (MATS)  
UNITED STATES AIR FORCE  
APO 856, New York, New York

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SPECIAL ORDERS  
299

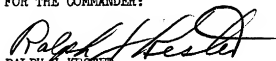
24 October 1962

1. So much of SO 297, this unit, 21 Oct 62, as pertains to the TDY of officers and airmen, this unit, to Homestead AFB, Florida, for the purpose of furnishing Air Rescue Support as directed as reads "Each individual is cleared for access to classified information up to and including SECRET for the period of this TDY" is amended to read "Each individual is cleared for access to classified information up to and including SECRET for the period of this TDY, except those with asterisks in front of their names who are cleared for access to classified information up to and including TOP SECRET for the period of this TDY. Names are: \*CAPT JAMES R LANDRY, 31007A; \*CAPT TROY M BROWN, 50160A; \*MAJOR WILLIAM P DEWITT, 39925A; \*CAPT JAMES C PERIALAS, 31182A; \*TSGT CECIL R HAMADY, AF38454138; \*SSGT JOHN M HARGIS, AF18340217; \*SSGT JOE H PHELPS, AF18003592;" and is further amended to include "\*SSGT ROBERT E COLEMAN, AF15298718; TSGT EDWARD S ARNOLD, AF14644064"\*\*\*\*\*TDN TDY. 5733400 3036555 P458 2121.1 S667000. CIC: 4 4 365 4580 667000\*\*\*\*\*.

2. So much of SO 297, this unit, 21 Oct 62, as pertains to the TDY of SSGT DONALD O RUFF, AF14510814, this unit, to Homestead AFB, Florida, for the purpose of furnishing Air Rescue Support as directed, is revoked.

3. TSGT CHARLES B SIMPSON, AF16178121, this unit, is eligible for return from overseas on 15 Jul 1965. Auth: AFM 35-11.

FOR THE COMMANDER:



RALPH J KEISTER  
Captain, USAF  
Chief of Administration

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55th Air Rescue Squadron  
Air Rescue Service (MATS)  
UNITED STATES AIR FORCE  
APO 856, New York, New York

UNCLASSIFIED

SPECIAL ORDERS  
308

8 November 1962

1. So much of SO 297, this unit, 21 Oct 62, pertaining to the TDY of officers and airmen, this unit, on TDY to Homestead AFB, Florida for the purpose of furnishing Air Rescue Support as directed, as reads "for approximately 30 days to Homestead AFB, Florida and such further destination as may be directed for the purpose of furnishing Air Rescue Support as directed" is amended to read "for approximately 45 days to Homestead AFB, Florida and such further destination as may be directed for the purpose of furnishing Air Rescue Support as directed". Authority: ARS Msg ARSCP 08-L-05.
2. So much of para 1, SO 306, this unit, 6 Nov 62, pertaining to the PCS Movement of A1C WAYNE A GLASHAN, AF28237401, this unit, from Homestead AFB, Florida to McGuire AFB, New Jersey for separation processing under the provisions of AFM 35-11 and AFR 39-10, EDCSA: 11 Nov 62, is revoked.

FOR THE COMMANDER:

  
RALPH J KESTER  
Captain, USAF  
Chief of Administration

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CHRONOLOGY OF CONTINGENCY

55TH AIR RESCUE SQUADRON

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TAB B

The following personnel of the 55th Air Rescue Squadron were dispatched to Homestead Air Force Base, Florida on 21 October 1962.

AIRCRAFT  
PA2-72609

Captain William C Dunn - Rescue Crew Commander  
1st Lt Richard A Laine - Co-Pilot  
Captain Norman G Stetson - Navigator  
A1C Frederick C Hess - Flight Mechanic  
SGT John E Hargis - Radio Operator  
Major William F DeLitt - Operations Officer  
Captain James C Prialas - Rescue Crew Commander  
1st Lt Philip J Conran - Co-Pilot  
Captain Richard L Laeencecker - Navigator  
SGT Donald F Guenthoer - Flight Mechanic  
SGT James C Peppas - Flight Mechanic  
SGT Louis W Pellegrini - Flight Chief  
SGT William F Hurt - Crew Chief

AIRCRAFT  
PA2-72475

Captain James R Landry - Rescue Crew Commander  
Captain Troy M Brown - Co-Pilot  
Captain James W Clinton - Navigator  
A1C Cecil R Hamady - Flight Mechanic  
SGT Huey P Maricle - Flight Mechanic  
A1C Wayne A Glashan - Radio Operator  
SGT Donald F Rider - Crew Chief  
SGT Joe E Phelps - Maintenance Quality Control  
SGT Melvin W Thompson - Engine Man  
SGT Robert W Brown - Engine Man  
A1C Donald S Shelton - Engine Man  
A2C Thomas G Howse - Radio Mechanic

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CHRONOLOGY OF CONTINGENCY

55TH AIR RESCUE SQUADRON

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TAB C

Flights were made on 55th Air Rescue Squadron aircraft on the following dates for times indicated.

AIRCRAFT

42-72609

21 Oct - 6+10 Kindley AFB to Homestead AFB, Florida  
26 Oct - 7+20 Search Mission  
4 Nov - 5+00 Support Mission  
6 Nov - 4+45 Support Mission  
8 Nov - 4+50 Support Mission  
8 Nov - 5+15 Homestead AFB to Kindley AFB

AIRCRAFT

42-72475

21 Oct - 6+30 Kindley AFB to Homestead AFB, Florida  
26 Oct - 6+50 Search Mission  
3 Nov - 5+40 Support Mission  
7 Nov - 6+20 Support Mission  
8 Nov - 3+50 Support Mission  
10 Nov - +30 Test Flight  
12 Nov - 8+20 Support Mission  
13 Nov - 9+20 Support Mission  
14 Nov - 7+05 Support Mission  
15 Nov - 11+35 Support Mission  
17 Nov - 6+35 Support Mission  
21 Nov - 5+00 Support Mission

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4

Exhibit 4 (S) Ltr. h1 ARSq to Hq ARS, Subj: "Documentation of Contingency"  
h1CO, 5 Dec62.

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~~SECRET~~

41st AIR RESCUE SQUADRON  
AIR RESCUE SERVICE (MATS)  
UNITED STATES AIR FORCE  
HAMILTON AIR FORCE BASE, CALIFORNIA



REPLY TO  
ATTN OF:

4100

SUBJECT:

(U) Documentation of Contingency

5 DEC 1962

TO:

ARS (ARCOI)  
Orlando AFB, Fla

1. Pursuant to your letter of 19 November 1962, subject as above, and messages ARCOI 30-L-10 and ARCOI 30-L-31, attached Chronology is submitted.
2. Detailed information concerning operational missions flown out of Homestead AFB is not available this unit. Informal information indicates detailed information available with Detachment 4, your headquarters.
3. When Attachment 1 is withdrawn or not attached, the classification of SECRET on this letter will be canceled.

*Edward Krafka*  
EDWARD KRAFFKA  
Lt Col, USAF  
Commander

1 Atch  
Chronology (Secret), 2 cys

UNCLASSIFIED

DOWNGRADED AT 12 YEAR  
INTERVALS; NOT AUTOMATICALLY  
DECLASSIFIED. DOD DIR 5300.10

~~SECRET~~

~~SECRET~~

CHRONOLOGY OF CONTINGENCY ACTIONS

UNCLASSIFIED

DATE

ACTION

18 Oct 62  
(UNCLAS)

Base Supply, 78 Ftr Wg (ADC), received telephone call from MOAMA, Brookley AFB, Alabama, directing review and reporting of status of all controlled mission equipment. Supply Officer, Lt Harold E. Meany, assisted the 78 Ftr Wg in determining status of following equipment pertinent to this unit:

- a. Aircraft Requirements
- b. Enroute Kit Shortages
- c. Quick Engine Change (QEC) Requirements
- d. Controlled Mission Equipment (ME)

21 Oct 62  
(UNCLAS)

At 1450 PDT, Hq ARS (ARSCP) alerted 41st ARSq by telephone to prepare 2 HU-16B aircraft, and 3 current aircrews, one mission commander, 4 pararescue personnel and necessary support personnel for immediate departure to unknown destination on a classified mission. Subsequent telephone conversation confirmed destination as Homestead AFB, Florida. Personnel departed for Homestead AFB at 1900 & 1905 PDT. (See attached SO 181 for roster of deployed personnel).

22 Oct 62  
(UNCLAS)

Hq ARS message ARSCP 21-K-02 received confirming telephone conversations of 21 Nov 62. Top Secret message DOCP CU-4 received from CINCPACFLT confirming troop requirements. Deployed aircraft refueled at Kelly AFB, Texas and departed immediately for destination. One aircraft arrived at Homestead AFB, Florida at 1415 PDT and one at 1505 PDT. Total flying time was 4 sorties for 34+35 hours. Unit alerted that defense readiness posture for all forces was DEFCON 3 and schedule of duties and operation was adjusted accordingly.

23 Oct 62  
(SECRET)

Captain Boyd and crew consisting of Captain Bishop, Captain Rice, SSgt Hamilton and SSgt Schwarck departed Hamilton AFB, Calif., to provide rescue cover and act as communications relay for radar defense test operations (Mickey Mouse) in support of the 28 Air Division (ADC)(SAGE). They flew 1 sortie for 5+5 hours.

24 Oct 62  
(UNCLAS)

Second "Mickey Mouse" mission flown by Lt Col Krafka, 1st Lt. Richardson, Capt Shear, SSgt Stenkamp and SSgt Puccio for 1 sortie for 6+45 hours. Enroute kits transported to Travis AFB, Calif for air shipment to Homestead AFB.

25 Oct 62  
(UNCLAS)

Third "Mickey Mouse" mission by Capt Boyd's crew flown for 1 sortie for 5+10 hours.

UNCLASSIFIED

~~SECRET~~

DOWNWARD AND UPWARD YEAR  
INTERVALS: 1 YEAR, 2 YEARS, 5 YEARS, 10 YEARS  
(REVIEWED) 10

~~SECRET~~

UNCLASSIFIED

27 Oct 62  
(UNCLAS) Capt Jacobs and crew flew 1st mission from Homestead (1 sortie for 4+00 hours). Estimate of fund requirements to sustain operations thru 31 Dec 62 presented by message 4100 27-K-01 in response to message ARBBU 25-K-12. Total estimate of \$15,000 submitted, of which \$12,820 was for per diem, \$1850 commercial travel, and \$330 for commercial telephone tolls.

29 Oct 62  
(UNCLAS) Maintenance personnel assigned to duty with host base field maintenance function to expedite repair of SC-54 42-72747.

31 Oct 62  
(UNCLAS) Both aircraft at Homestead flown 1 hour due to time elapsed since last flight.

1 Nov 62  
(UNCLAS) Capt Erwin and crew flew a classified orbit mission out of Homestead for 3+4 hours.

3 Nov 62  
(UNCLAS) Capt Kaiser and crew flew a classified orbit mission out of Homestead for 6+15 hours.

4 Nov 62  
(UNCLAS) Capt Jacobs and crew flew a classified orbit mission out of Homestead for 6+00 hours. Capt Erwin and crew flew a classified orbit mission out of Homestead for 6+05 hours.

5 Nov 62  
(UNCLAS) Capt Jacobs and crew flew a classified orbit mission out of Homestead for 5+20 hours. Capt Kaiser and crew flew a classified orbit mission out of Homestead for 3+45 hours. ALC Billie R. Carnes returned to Hamilton AFB, Calif, for purpose of attending technical training at Amarillo AFB, Texas. Initial period of TDY extended to 29 days per attached SO 189.

6 Nov 62  
(UNCLAS) Capt Kaiser and crew flew a classified orbit mission out of Homestead for 3+30 hours.

7 Nov 62  
(UNCLAS) Capt Kaiser and crew flew a classified orbit mission out of Homestead for 3+10 hours.

8 Nov 62  
(UNCLAS) Capt Jacobs and crew flew a classified orbit mission out of Homestead for 2+50 hours.

9 Nov 62  
(UNCLAS) Capt Erwin and crew flew a classified orbit mission out of Homestead for 4+20 hours.

10 Nov 62  
(UNCLAS) Capt Kaiser and crew flew a classified orbit mission out of Homestead for 5+15 hours. Capt Jacobs and crew flew a classified orbit mission out of Homestead for 2+30 hours. Repair of SC-54 S/N 42-72747 having been completed, aircraft manned by Hq ARS crew departed Hamilton for return of aircraft to 48 ARSq.

~~SECRET~~

UNCLASSIFIED

~~SECRET~~

UNCLASSIFIED

11 Nov 62  
(UNCLAS)      Capt Kaiser and crew flew a classified orbit mission out of Homestead for 5+05 hours.

12 Nov 62  
(UNCLAS)      Capt Erwin and crew flew a classified orbit mission out of Homestead for 6+30 hours.

14 Nov 62  
(UNCLAS)      Capt Erwin and crew flew a classified orbit mission out of Homestead for 5+10 hours.  
Aircraft SN 51-7182 was flown from Homestead to Eglin by Capt Kaiser's crew for purpose of receiving a periodic inspection by the 48 Air Rescue Sq - 1 sortie for 3+45 hours.

15 Nov 62  
(UNCLAS)      Capt Jacobs and crew flew a classified orbit mission out of Homestead for 9+00 hours. Initial period of TDY extended 45 days (Attached SO 196).

17 Nov 62  
(UNCLAS)      Capt Erwin and crew flew a classified orbit mission out of Homestead for 3+50 hours.  
Capt Kaiser and crew flew a classified orbit mission out of Homestead for 5+25 hours.

20 Nov 62  
(UNCLAS)      Capt William H. Long, navigator, departed TLM for Homestead to replace Capt Ralph K. Andersen who was returned to Hamilton AFB for release from EAD.

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~~SECRET~~

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5

Exhibit 5 (S) Ltr. 48 ARSq to Hq ARS, Subj: "Chronology of Contingency Actions"  
48CO, 7 Dec 62.

UNCLASSIFIED

48TH AIR RESCUE SQUADRON  
AIR RESCUE SERVICE (MATS)  
UNITED STATES AIR FORCE  
Eglin Air Force Base, Florida



REPLY TO  
ATTN OF: 4800

UNCLASSIFIED

DEC 1962

SUBJECT: Chronology of Contingency Actions

TO: ARS (ARQOI)

1. In compliance with your message ARQOI 30-1-10, the following is a chronological account of this squadron's activities during the period 14 October through 21 November 1962:

14 Oct 62

OPERATIONS: One HU-16 deployed from McCoy on TIGHT LIPS orbit. One C-54 was deployed from Eglin on a logistics flight in support of the same project.

MAINTENANCE: Three HU-16 aircraft & 6 crews along with four maintenance personnel previously deployed remain at operating locations.

SUPPLY: Support activities for deployed aircraft continue. (Hereafter referred to as SAFDAC).

C&E: SAFDAC.

15 Oct 62

OPERATIONS: One HU-16 was deployed from McCoy on an orbit mission in support of TIGHT LIPS.

MAINTENANCE: SAFDAC.

SUPPLY: SAFDAC.

C&E: SAFDAC.

16 Oct 62

OPERATIONS: One HU-16 aircraft was deployed from Eglin to McCoy.

MAINTENANCE: SAFDAC.

SUPPLY: SAFDAC.

C&E: SAFDAC.

DOWNGRADED AT 3 YEAR INTERVALS:  
DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 5200.10

UNCLASSIFIED

Hq ARS SC No. 62298



17 Oct 62

UNCLASSIFIED

OPERATIONS: Four HU-16 aircraft were deployed; one from McCoy to Key West; one from McCoy to Key West and return; one from McCoy to Eglin; and one from McCoy on an orbit mission in support of TIGHT LIPS.

MAINTENANCE: SAFDAC.

SUPPLY: SAFDAC.

C&E: SAFDAC.

18 Oct 62

OPERATIONS: The HC-54 strip alert aircraft was returned from Myrtle Beach.

MAINTENANCE: SAFDAC.

SUPPLY: SAFDAC.

C&E: SAFDAC.

19 Oct 62

OPERATIONS: Two HU-16 aircraft were deployed; one from Eglin to McCoy; and one from Key West to Eglin.

MAINTENANCE: SAFDAC.

SUPPLY: SAFDAC.

C&E: SAFDAC.

20 Oct 62

OPERATIONS: One HU-16 aircraft was deployed from McCoy to Key West.

MAINTENANCE: SAFDAC.

SUPPLY: SAFDAC.

C&E: SAFDAC.

21 Oct 62

COMMAND: At approximately 1710L, the Squadron Commander was advised by HQ, Air Rescue Service, to be prepared to assume an immediate readiness posture. By 1830L, all sections had been apprised of the requirement. At 1940L, the squadron was directed to deploy, as soon as possible, four HU-16 aircraft and five crews to Key West, and two HC-54 aircraft and three crews to Homestead along with support personnel, equipment and supplies.

UNCLASSIFIED

48-62-442

21 Oct 62 (cont'd)

UNCLASSIFIED

The Base Commander, the Base Field Maintenance Officer, the Base Supply Officer and the Wing Operations Officer were advised of this development. All gave assurances of complete and immediate support. All squadron sections were placed on a 24 hour alert status and key personnel had reviewed emergency operations plans.

OPERATIONS: Crews were selected at approximately 2030L and alerted for immediate deployment.

MAINTENANCE: Seventeen additional personnel were selected and alerted for immediate deployment. All maintenance activities were accelerated.

SUPPLY: Additional MA-1 kits were requisitioned from Base Supply at approximately 2000L.

CME: Three technicians were selected and alerted for immediate deployment.

22 Oct 62

OPERATIONS: At approximately 0010L, one HU-16 aircraft and two crews were deployed direct to Key West. One HU-16 aircraft and crew already deployed to McCoy was redeployed to Key West at 0115EST. At 0153L and 0156L, one C-54 and one HC-54 aircraft were deployed to MacDill via McCoy. Two HU-16 crews travelling on the C-54 aircraft debarked at McCoy to man the previously deployed HU-16 aircraft. At 0710EST, one HU-16 aircraft was flown to Key West. At 1230L, one HC-54 was deployed to MacDill to replace the C-54. The C-54 proceeded from MacDill to Key West and returned to Eglin on a logistics flight.

COMBAND: DEFCON 3 went into effect as of 1647L. The Base Command Post advised the squadron that the base had been placed on MINIMIZE.

MAINTENANCE: Seventeen technicians were deployed with departing aircraft. The squadron assumed responsibility for all maintenance, up to and including periodic inspections, for all Air Rescue Service aircraft deployed to the build-up area.

SUPPLY: Force Activity Designator #1 was established with Base Supply, and Air Rescue Service DCS/Materiel informed. That headquarters was asked for authority to use our WRM assets. Verbal authority was granted to be followed up by a corroborating message. The local BMD was contacted to assure that after-duty hour requisitions would be expedited and they gave assurance that they would be handled on a first priority basis. The Base Supply WRM Monitor was advised of our authority to use WRM assets.

3 DOWNGRADED AT 3 YEAR INTERVALS:  
DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 5200.10

UNCLASSIFIED

48-62-442

22 Oct 62 (cont'd)

UNCLASSIFIED

C&E: As a precautionary measure, C&E components were removed from the Enroute Kits, bench-checked for reliability, and returned to the Kits. Arrangements were made for WRM electronic components to be removed from stock, bench-checked, and returned to WRM storage. It was determined that IF rations, sleeping bags and blankets would be required by departing personnel. These were procured and issued to deployed personnel. Three technicians deployed with departing aircraft.

23 Oct 62

OPERATIONS: Four HU-16 aircraft were deployed from various locations. One was deployed from McCoy to Eglin; one from Eglin to Key West via McCoy; one was deployed from Key West on an orbit mission; and one was deployed from McCoy to Key West.

MAINTENANCE: A Mobile Maintenance Support Team was formed to be deployed whenever its services were required. Several built-up R2000 and R1820 engines were made available for air transport to any advanced locations requiring them. Support activities for deployed aircraft continue. (Hereafter referred to as SAFDAC).

SUPPLY: JATO bottles and RA-1 Kits required by Emergency Operations Plan procured and issued as required.

C&E: SAFDAC.

24 Oct 62

COMMAND: The Squadron Commander briefed squadron dependents on deployment of aircrews and support personnel, and discussed current world conditions, Civil Defense and other allied subjects.

OPERATIONS: One C-54 aircraft was deployed from Eglin to MacDill on a logistics support flight and one HU-16 was deployed from Key West to Eglin.

MAINTENANCE: SAFDAC.

SUPPLY: Hand weapons and ammunition were procured and flown to MacDill. Personnel at Homestead and Key West were similarly equipped.

C&E: SAFDAC.

25 Oct 62

OPERATIONS: One HC-54 was deployed from MacDill to Eglin.

MAINTENANCE: SAFDAC.

DOWNGRADED  
DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 5200.10

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25 Oct 62 (cont'd)

SUPPLY: From 25 October through 21 November, this activity furnished supply and logistic support through established #1 priority supply system using unit aircraft. It assumed logistic support for all Air Rescue Service aircraft at Key West and back-up support for those at MacDill and Homestead including 2 Argentine aircraft at MacDill.

C&E: SAFDAC.

26 Oct 62

OPERATIONS: Deployed one C-54 on round-trip logistic support mission.

MAINTENANCE: SAFDAC.

SUPPLY: SAFDAC.

C&E: SAFDAC.

27 Oct 62

OPERATIONS: Three HU-16 aircraft were deployed from Eglin to McCoy in support of a search for a downed U-2 aircraft. In addition, four HU-16 aircraft at Key West and two HC-54 aircraft at MacDill were deployed on the same mission. The search was terminated at approximately 1900EST. A C-54 previously deployed on a logistic support flight, was diverted to join in the search.

MAINTENANCE: SAFDAC.

SUPPLY: SAFDAC.

C&E: SAFDAC.

28 Oct 62

OPERATIONS: Three HU-16 aircraft deployed from McCoy to Eglin. One C-54 aircraft was deployed on a round trip logistic support mission.

MAINTENANCE: SAFDAC.

SUPPLY: SAFDAC.

C&E: SAFDAC.

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29 Oct 62

UNCLASSIFIED

OPERATIONS: Two HU-16 aircraft deployed from Key West on orbit missions.

MAINTENANCE: SAFDAC.

SUPPLY: SAFDAC.

C&E: SAFDAC.

30 Oct 62

OPERATIONS: One C-54 aircraft was deployed on a round trip logistic mission.

MAINTENANCE: SAFDAC.

SUPPLY: SAFDAC.

C&E: SAFDAC.

31 Oct 62

OPERATIONS: No planned activities.

MAINTENANCE: SAFDAC.

SUPPLY: SAFDAC.

C&E: SAFDAC.

1 Nov 62

OPERATIONS: Two HU-16 aircraft deployed from Key West in support of BRASS KNOB.

MAINTENANCE: SAFDAC.

SUPPLY: SAFDAC.

C&E: SAFDAC.

2 Nov 62

OPERATIONS: Two HU-16 aircraft deployed from Key West in support of BRASS KNOB. One C-54 was deployed on a round trip logistic support mission.

DOWNGRADED AT 3 YEAR INTERVALS;  
DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 5200.10

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2 Nov 62 (cont'd)

MAINTENANCE: SAFDAC.

SUPPLY: SAFDAC.

C&E: SAFDAC.

3 Nov 62

OPERATIONS: Two HU-16 aircraft deployed from Key West in support of BRASS KNOB.

MAINTENANCE: SAFDAC.

SUPPLY: SAFDAC.

C&E: SAFDAC.

4 Nov 62

OPERATIONS: Two HU-16 aircraft deployed from Key West in support of BRASS KNOB.

MAINTENANCE: SAFDAC.

SUPPLY: SAFDAC.

C&E: SAFDAC.

5 Nov 62

OPERATIONS: Two HU-16 aircraft deployed from Key West in support of BRASS KNOB. One C-54 deployed on round trip logistic support mission.

MAINTENANCE: SAFDAC.

SUPPLY: SAFDAC.

C&E: SAFDAC.

6 Nov 62

OPERATIONS: Two HU-16 aircraft deployed from Key West in support of BRASS KNOB. One HC-54 from MacDill was also deployed on the same mission.

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DECLASSIFIED BY 1045  
DOD DIR 5200.10

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6 Nov 62 (cont'd)

MAINTENANCE: SAFDAC.

SUPPLY: SAFDAC.

C&E: SAFDAC.

7 Nov 62

OPERATIONS: Two HU-16 aircraft were deployed from Key West in support of BRASS KNOB.

MAINTENANCE: SAFDAC.

SUPPLY: SAFDAC.

C&E: SAFDAC.

8 Nov 62

OPERATIONS: Two HU-16 aircraft deployed from Key West in support of BRASS KNOB. One C-54 was deployed on a round trip logistic support mission.

MAINTENANCE: Periodic inspection completed.

SUPPLY: SAFDAC.

C&E: SAFDAC.

9 Nov 62

OPERATIONS: Two HU-16 aircraft deployed from Key West in support of BRASS KNOB. Two C-54 aircraft deployed on round trip logistic support missions.

MAINTENANCE: SAFDAC.

SUPPLY: SAFDAC.

C&E: SAFDAC.

10 Nov 62

OPERATIONS: Two HU-16 aircraft deployed from Key West in support of BRASS KNOB.

MAINTENANCE: SAFDAC.

SUPPLY: SAFDAC.

DOWNGRADED AT 3 YEAR INTERVALS;  
DECLASSIFIED AFTER 12 YEARS  
DOD DIR 5200.10

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10 Nov 62 (cont'd)

C&E: SAFDAC.

11 Nov 62

OPERATIONS: Two HU-16 aircraft deployed from Key West in support of BRASS KNOB. One HC-54 deployed from MacDill in support of same project. One HU-16 aircraft deployed on round trip logistic support mission.

MAINTENANCE: SAFDAC.

SUPPLY: SAFDAC.

C&E: SAFDAC.

12 Nov 62

OPERATIONS: Two HU-16 aircraft deployed from Key West in support of BRASS KNOB. Two HC-54 deployed from MacDill in support of same project.

MAINTENANCE: SAFDAC.

SUPPLY: SAFDAC.

C&E: SAFDAC.

13 Nov 62

OPERATIONS: One HC-54 was deployed from MacDill to Homestead; another was deployed from MacDill to Eglin. One C-54 was deployed on a round trip logistic support mission. One HU-16 was deployed from Key West on an orbit mission.

MAINTENANCE: SAFDAC.

SUPPLY: SAFDAC.

C&E: SAFDAC.

14 Nov 62

OPERATIONS: One HU-16 aircraft was deployed from Key West on an orbit mission. Another was deployed from Eglin to Homestead. One C-54 was deployed on a round trip logistic support mission.

UNCLASSIFIED

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DOWNGRADED AT 3 YEAR INTERVALS;  
DECLASSIFIED AFTER 12 YEARS.  
DOB DIR 5200.10  
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14 Nov 62 (cont'd)

UNCLASSIFIED

MAINTENANCE: SAFDAC.

SUPPLY: SAFDAC.

C&E: SAFDAC.

15 Nov 62

OPERATIONS: One HU-16 aircraft was deployed from Key West on an orbit mission.

MAINTENANCE: SAFDAC.

SUPPLY: SAFDAC.

C&E: SAFDAC.

16 Nov 62

OPERATIONS: One HC-54 was deployed from Homestead on an orbit mission. One C-54 was deployed on a round trip logistic support mission.

MAINTENANCE: SAFDAC.

SUPPLY: SAFDAC.

C&E: SAFDAC.

17 Nov 62

OPERATIONS: Two HU-16 aircraft were deployed from Key West on orbit missions.

MAINTENANCE: SAFDAC.

SUPPLY: SAFDAC.

C&E: SAFDAC.

18 Nov 62

OPERATIONS: Two HU-16 aircraft were deployed from Key West on orbit missions.

MAINTENANCE: SAFDAC.

SUPPLY: SAFDAC.

C&E: SAFDAC.

DOWNGRADED AT 3 YEAR INTERVALS;  
DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 5200.10  
48-62-442

UNCLASSIFIED

19 Nov 62

UNCLASSIFIED

OPERATIONS: One HU-16 aircraft was deployed from Key West on an orbit mission.

MAINTENANCE: SAFDAC.

SUPPLY: SAFDAC.

CBE: SAFDAC.

20 Nov 62

OPERATIONS: One HU-16 aircraft was deployed from Key West on an orbit mission. One HU-16 was deployed from Homestead on an orbit mission. One C-54 was deployed on a round trip logistic support mission.

MAINTENANCE: SAFDAC.

SUPPLY: SAFDAC.

CBE: SAFDAC.

21 Nov 62

OPERATIONS: One HU-16 aircraft was deployed from Hqlin to Homestead.

MAINTENANCE: SAFDAC.

SUPPLY: SAFDAC.

CBE: SAFDAC.

2. Summary: The Operationally Ready Rate for HU-16 aircraft for October was 83.7%; the C/HU-54 rate was 86.2%. In November, the HU-16 rate was 89.5%; the C/HU-54 rate was 79.6%. In addition to manhours expended on maintenance of unit aircraft, approximately 976 hours were expended in support maintenance on the 41st and 55th Air Rescue Squadrons and Argentine Aircraft. From 14 October thru 21 November, HU-16B aircraft flew 74 sorties for 267:25 hours on missions; HU-54D aircraft flew 13 sorties for 51:20 hours on missions. HU-16's flew 3 sorties for 4:30 hours on logistic support; C-54 aircraft flew 55 sorties for 112:55 hours on logistic support missions. No major problems developed, however, had the operation become more extreme, lack of personnel and equipment depth would have been limiting factors. (S)

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3. Build-up Data:

a. Prior to 14 October 1962, the unit was engaged in supporting aircraft deployed to McCoy AFB.

b. On 10 September, the squadron deployed three HU-16 aircraft and crews to McCoy AFB. They remained there in support of TIGHT LIPS until 22 September and then returned to Eglin AFB. They flew 9 sorties and 30:50 hours.

c. From 15 through 30 September, 5 additional SA-16 aircraft and crews supported TIGHT LIPS and participated in orbit missions. They flew 12 sorties and 51 hours.

d. On 15 September, one HC-54 and crew deployed to McCoy AFB in support of TIGHT LIPS and returned the same day. It was flown on 3 sorties for 4:30 hours.

e. From 1-13 October, HU-16 aircraft flew 17 sorties and 75 mission hours. These were a combination of support and orbit missions operating from McCoy AFB. During the same period, 1 HC-54 aircraft and crew supported TIGHT LIPS and flew 2 sorties and 4:20 hours.

f. At 2400, 13 October, three HU-16 aircraft and crews were in position at McCoy AFB.

4. This report is classified SECRET as it pertains to the movement of troops and aircraft.

*Marshall V. Fredrickson*  
MARSHALL V. FREDRICKSON  
Lt Colonel, USAF  
Commander

DOWNGRADED AT 1 YEAR INTERVALS;  
DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 8200.10

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Exhibit 6 (S) Ltr. WARC to Hq ARS, Subj: "Documentation of Contingency"  
WARC-CO, 6 Dec 62.

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HEADQUARTERS  
WESTERN AIR RESCUE CENTER  
AIR RESCUE SERVICE (MATS)  
UNITED STATES AIR FORCE  
HAMILTON AIR FORCE BASE, CALIFORNIA

~~SECRET~~

REPLY TO  
ATTN OF: WARC-CO

UNCLASSIFIED

6 December 1962

SUBJECT: Documentation of Contingency

TO: Hq ARS (ARCOI)  
Orlando AFB, Fla

Reference is made to letter, Hq USAF (AFCHO), Documentation of Current Contingency, 5 November 1962; ALMATS message, UNCLAS MACCO 2663K, 23 October 1962; ARS message, UNCLAS ARCOI 30-L-10, 30 November 1962; and ARS message UNCLAS ARCOI 30-L-31, 30 November 1962. The following report is submitted:

a. The Western Air Rescue Center, Air Rescue Service (MATS), became directly involved in the Cuban Crisis upon receipt of telephone instructions to Colonel Robert A. Stribling, Commander, Western Air Rescue Center, from Colonel Walter E. Thorne, Hq Air Rescue Service, on 21 October 1962. The Western Air Rescue Center was directed to provide one officer Coordinator (1435Z) on extended temporary duty to Homestead AFB, Florida, in support of the Cuban Crisis. Major Victor L. Wright, A0708996 (1435H), Chief, Rescue Coordination Center, was selected to fulfill this requirement. (See Attachment 1.) Major Wright departed Hamilton AFB, California, on 21 October 1962 for Homestead AFB, Florida, via a HU-16 aircraft of the 41st Air Rescue Squadron, Air Rescue Service (MATS), which had also been directed to participate at Homestead AFB.

b. The Western Air Rescue Center was alerted and prepared to provide maximum assistance during this period of the emergency.

c. Major Wright arrived at Homestead AFB, Florida, on 22 October 1962 and immediately reported to the Chief, AFLANT ADVON. He was assigned duties as Air Rescue Service Liaison Officer and Search and Rescue Mission Commander. (See Attachment 2.) During the period of Major Wright's temporary duty at this station, considerable effort was expended during the search for the missing USAF U-2 reconnaissance aircraft which disappeared somewhere over Cuba at the peak of the crisis. (Details of this and other activities may be obtained from the RCC log maintained at Homestead AFB, Florida.)

d. On 26 October 1962, the Commander, Western Air Rescue Center, received a classified message, SECRET ARPDC 330-K, from Hq ARS advising that additional personnel resources were not available; however, no extraordinary manning actions were contemplated during this crisis. (See Attachment 5.)

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DECLASSIFIED AT 6 YEARS

"Positive Responsibility For Being The Very Best"

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Control No. WARC-100259

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e. The Commander, Western Air Rescue Center, received another classified message, SECRET ARSCP 335-K, on 29 October 1962 requesting an additional officer (1435Z) be alerted for an estimated ninety days of temporary duty to Tyndall AFB, Florida, also in support of this emergency. (See Attachment 4.) Captain David J. Kinne, 52920A (1435Z), Western Air Rescue Center Search and Rescue Coordinator, was alerted for this duty. On 1 November 1962, Hq Air Rescue Service directed Captain Kinne to depart as soon as possible for Tyndall AFB, Florida -- UNCLAS EFTO ARSCP 01-L-16. (See Attachment 5.) Captain Kinne departed Hamilton AFB, California, on 2 November 1962 via commercial air and arrived Panama City, Florida (Tyndall AFB), on the same date. He reported directly to Hq 3rd Provisional Wing and was assigned duties in the Operations Section of that unit. Specifically, Captain Kinne was designated a "Flight Line Expediter" with the responsibility of meeting all returning aircraft and assisting aircraft commanders during "turn around" operations, should (Combat) Operations Plan 312 be implemented.

f. On 9 November 1962, Hq Air Rescue Service arranged for Captain Kinne to be released from Tyndall AFB and report for duty as a Search and Rescue Coordinator (1435Z) at Boca Chica NAS, Florida. During the period of temporary duty at Boca Chica, Captain Kinne's duties were primarily in support of special "duckbutt" activities as required. There were no SAR missions during this period; however, the RCC was sufficiently manned and prepared to conduct full SAR coordination operations should such activity be necessary.

g. The Commander, Western Air Rescue Center, received instructions by telephone from Lt Colonel F. W. Hartley, Hq Air Rescue Service, on 27 November 1962 directing an additional SAR Coordinator (1435Z) be provided from Western Air Rescue Center to replace Major Victor L. Wright. Major Thomas L. Crull, 69705A, Western Air Rescue Center Search and Rescue Coordinator, was alerted for this assignment and departed Hamilton AFB on 28 November 1962 for Homestead AFB, Florida, via a HU-16 aircraft of the 41st Air Rescue Squadron. (See Attachment 6.) Major Wright departed Homestead AFB on 30 November 1962 via a 41st Air Rescue Squadron HU-16 and arrived Hamilton AFB on 2 December 1962. Captain David J. Kinne was relieved from Boca Chica NAS by Hq Air Rescue Service on 2 December 1962 and he also returned to Hamilton AFB on the same date.

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h. As of the date of this report, Major Thomas L. Crull is still on temporary duty at Homestead AFB in support of the Cuban Crisis.

*Robert A. Strieling*

ROBERT A. STRIELING  
Colonel, USAF  
Commander

6 Atch

1. AF Form 626, Maj Wright.
2. Msg SECRET ARODC 364-L.
3. Msg SECRET ARPDC 330-K.
4. Msg SECRET ARSCP 335-K.
5. AF Form 626, Capt Kinne.
6. AF Form 626, Maj Crull.

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DECLASSIFIED AFTER 10 YEARS  
DOD DL 5200.10

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